

**BACCALAURÉAT GÉNÉRAL**

**Sujet 0 n° 3**

**Enseignement de spécialité  
« Langues, littératures et cultures étrangères et régionales »**

**ANGLAIS, MONDE CONTEMPORAIN**

**Épreuve écrite de terminale**

**DURÉE DE L'ÉPREUVE : 3h30**

**Le candidat traitera, au choix, l'ensemble du sujet 1 ou du sujet 2.**

**Le dictionnaire unilingue (non encyclopédique) est autorisé.**

## SUJET 1

**Le sujet porte sur la thématique « Faire société ».**

### **Partie 1 (16 pts)**

**Prenez connaissance du dossier proposé, composé des documents A, B et C non hiérarchisés, et traitez en anglais le sujet suivant (500 mots maximum) :**

Explain what the documents show about poverty in the United States. Make sure that you address:

- factors and signs of poverty;
- factors and signs of improvement;
- variations over time and by categories of population.

### **Partie 2 (4 pts)**

**Traduisez en français le passage suivant du document A :**

But Elise Gould, a senior economist with the Economic Policy Institute, noted some disturbing trends. Although median household income rose for four consecutive years, the rate of growth and the income level has slowed significantly and is slightly below where it was almost two decades ago. “It’s a step in the right direction, but most families barely made up the ground lost” with the recession, she said.

[...]

The Census Bureau also found that there was little change in income inequality last year. (l. 30-37)

## DOCUMENT A

### U.S. Census Bureau Reports Poverty Rate Down, But Millions Still Poor

Lawrence, Mass., has struggled to find its economic base since the decline of manufacturing. While the city is witnessing pockets of investment, as of August 2019, one-third of Lawrence's children lived in poverty, 36 percent of residents received aid under the Supplemental Nutrition Assistance Program and just over 24 percent of residents lived in poverty.

The U.S. poverty rate declined slightly last year, but finally fell below the 2007 level, right before the Great Recession pushed millions of Americans out of work and into financial distress.

The improving economy was a key factor in the decline. The U.S. Census Bureau noted in its annual report on income and poverty that there were 2.3 million more full-time, year-round workers last year and that median earnings for all such workers rose by more than three percent.

Amid these positive signs, the bureau reported separately that the number of people in the U.S. who did not have health insurance rose from 25.6 million people in 2017 to 27.5 million in 2018. That included 4.3 million children. Health advocacy groups called the increase extremely troubling and blamed declines in Medicaid coverage, especially for Hispanic children and children under the age of six.

Despite the decline in poverty, the Census Bureau found that 38.1 million people in 2018 were poor. This was 1.4 million fewer poor people than in 2017, but about one in eight Americans still lived below the poverty line — \$25,465 for a family with two adults and two children.

Median household income last year was \$63,179, not statistically different from the year before, but equal to the peak level reached in 1999.

The White House Council of Economic Advisers touted the new figures as a sign that President Trump's economic policies are working.

"While Americans across the board generally saw improvements, the data show that in many cases those who had been forgotten in the past were lifted up the most," the council said in a statement. Children and female-headed households saw some of the biggest declines in poverty.

But Elise Gould, a senior economist with the Economic Policy Institute, noted some disturbing trends. Although median household income rose for four consecutive years, the rate of growth and the income level has slowed significantly and is slightly below where it was almost two decades ago. "It's a step in the right direction, but most families barely made up the ground lost" with the recession, she said.

[...]

The Census Bureau also found that there was little change in income inequality last year. The top 20 percent of households received more than half of all income. Women also still earned 82 cents on the dollar, compared with men, the same as in 2017.

NPR, September 10, 2019.

## DOCUMENT B

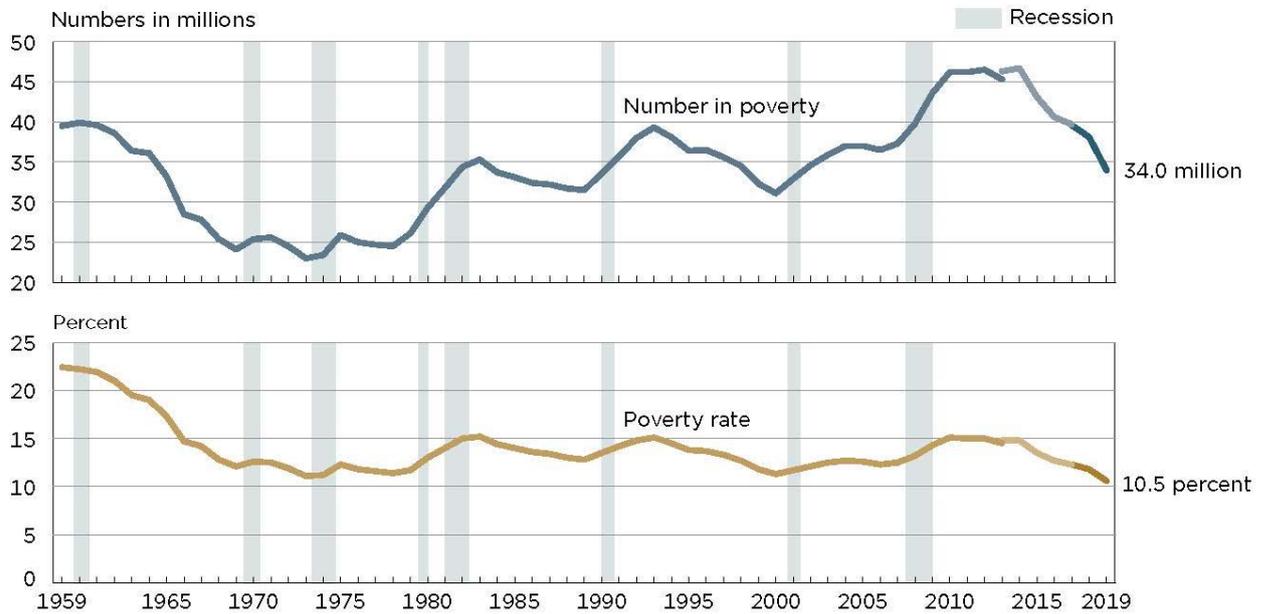
At the economy's peak in 1973, the U.S. poverty rate was 11.1 percent. This was well below the rates that prevailed a decade earlier, which fell rapidly in response to strong economic growth and increases in the generosity of welfare benefits. Over the succeeding decades, the U.S. poverty rate rose to more than 15 percent following recessions in the early 1980s and 1990s, and approached its previous low in 2000, at the height of the economic boom that prevailed in the late 1990s. By 2007, the U.S. poverty rate reached 12.5 percent, before ballooning to 15.1 percent in 2010 in the wake of the Great Recession. Notably, the number of people below the poverty line dropped only marginally during the 2000s expansion, compared to steeper declines experienced in prior periods of economic growth. This reflected the relative weakness of labor demand during the recovery, especially for disadvantaged workers.

In this way, poverty reflects income inequality in the United States. Average living standards have improved greatly over the past few decades; from 1973 to 2007, inflation-adjusted per capita income rose from \$18,164 to \$28,186, a 55 percent jump. Yet the share of individuals with very low incomes has remained stagnant, between 11 and 15 percent. Indeed, the lack of progress in reducing the U.S. poverty rate exemplifies the relatively small gains that have accrued to families in the bottom parts of the income distribution over the past few decades.

Alan Berube, "The Continuing Evolution of American Poverty and Its Implications for Community Development", in Nancy O. Andrews & David J. Erickson (eds.), *Investing in What Works for America's Communities: Essays on People, Place & Purpose*, Federal Reserve Bank of San Francisco & Low Income Investment Fund, San Francisco, 2012, p. 55-71, at p. 58.

## DOCUMENT C

Figure 7.  
**Number in Poverty and Poverty Rate: 1959 to 2019**  
 (Population as of March of the following year)



Note: The data for 2017 and beyond reflect the implementation of an updated processing system. The data for 2013 and beyond reflect the implementation of the redesigned income questions. See Table B-5 for historical footnotes. The data points are placed at the midpoints of the respective years. For information on recessions, see Appendix A. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see <<https://www2.census.gov/programs-surveys/cps/techdocs/cpsmar20.pdf>>.  
 Source: U.S. Census Bureau, Current Population Survey, 1960 to 2020 Annual Social and Economic Supplements (CPS ASEC).

## SUJET 2

**Le sujet porte sur la thématique « Environnements en mutation ».**

### **Partie 1 (16 pts)**

**(a) Prenez connaissance du dossier proposé, composé des documents A, B et C non hiérarchisés, et traitez en anglais le sujet suivant (300 mots maximum ; 10 points) :**

Taking into account their specificities, say what the documents reveal about changing perceptions of good city-planning between the end of the Second World War and our own times.

**(b) “Streets and their sidewalks, the main public places of a city, are its most vital organs.” (Document C, l. 1) Vous expliquerez en anglais et en 200 mots maximum en quoi cette affirmation de Jane Jacobs éclaire les documents A et B. (6 points)**

### **Partie 2 (4 pts)**

**Traduisez en français le passage suivant du document A :**

From the 1940s until the 1970s, the political consensus across developed economies was clear: dedicated highways equipped with grade-separated interchanges were the only way to keep city traffic moving. But urban motorways offered more than that: to many, they symbolised progress and dynamism in a world determined to bulldoze its past. Thus the 1945 City of Manchester Plan called for a concentric ring road system and the demolition of the now-listed Town Hall in the interests of increasing parking space. (l. 1-7)

## DOCUMENT A

### Congestion-beaters or roads to hell: is there still a place for urban motorways?

[...]

From the 1940s until the 1970s, the political consensus across developed economies was clear: dedicated highways equipped with grade-separated interchanges were the only way to keep city traffic moving. But urban motorways offered more than that: to many, they symbolised progress and dynamism in a world determined to bulldoze its  
5 past. Thus the 1945 City of Manchester Plan called for a concentric ring road system and the demolition of the now-listed Town Hall in the interests of increasing parking space.

Of those ring roads, only the M60 was ever built, leaving the Mancunian Way as Manchester's one true urban motorway. But in Birmingham, Herbert Manzoni, another  
10 planner with no time for the past, prevailed and got his Inner Ring Road. If Manchester's orbital grew hesitantly and in fits and starts around the city territory, Birmingham's tore out bloody chunks of the core in one determined operation running from 1957 to 1971.

For its critics, the nadir of this project was Masshouse Circus, a roundabout that  
15 created a dense, depressed circle of concrete packed with parked cars and overlooked by tower blocks. Gloomy subways shunned by more timid pedestrians added to the road's isolating effect.

[...]

Like Birmingham's Inner Ring Road, the Westway – that elevated stretch of dual  
20 carriageway rising from Paddington into central London – resists domestication. It is impossible to walk on, near or around: it was not meant for pedestrians, and it shows in the disconnected local road network and lack of pedestrian subways. The gritty feel is not unremittingly unpleasant in my view – it even complements the atmosphere in the skate park and Parkour centre that flourish underneath it – but it is a hardening  
25 influence. Small wonder that JG Ballard chose the newly built Westway as the setting of his 1974 novella *Concrete Island*, in which a well-off architect is transformed into a savage outlaw by the dehumanising effects of being stranded in a motorway knot.

[...]

*The Guardian*, 8 July 2014.

## DOCUMENT B

5 Soon after three o'clock on the afternoon of April 22nd 1973, a 35-year-old architect named Robert Maitland was driving down the high-speed exit lane of the Westway interchange in central London. Six hundred yards from the junction with the newly built spur of the M4 motorway, when the Jaguar had already passed the 70 m.p.h. speed limit, a blow-out collapsed the front nearside tyre. The exploding air reflected from the concrete parapet seemed to detonate inside Robert Maitland's skull. During the few seconds before his crash he clutched at the whiplashing spokes of the steering wheel, dazed by the impact of the chromium window pillar against his head. The car veered from side to side across the empty traffic lanes, jerking his hands like a puppet's. The shredding tyre laid a black diagonal stroke across the white marker lines that followed the long curve of the motorway embankment. Out of control, the car burst through the palisade of pinewood trestles that formed a temporary barrier along the edge of the road. Leaving the hard shoulder, the car plunged down the grass slope of the embankment. Thirty yards ahead, it came to a halt against the rusting chassis of an overturned taxi. Barely injured by this violent tangent that had grazed his life, Robert Maitland lay across his steering wheel, his jacket and trousers studded with windshield fragments like a suit of lights.

Incipit of J. G. Ballard, *Concrete Island*, 1974.

## DOCUMENT C

Streets and their sidewalks, the main public places of a city, are its most vital organs. [...] If a city's streets are safe from barbarism and fear, the city is thereby tolerably safe from barbarism and fear. When people say that a city, or a part of it, is dangerous or is a jungle what they mean primarily is that they do not feel safe on the sidewalks.

5 But sidewalks and those who use them are not passive beneficiaries of safety or helpless victims of danger. Sidewalks, their bordering uses, and their users, are active participants in the drama of civilization versus barbarism in cities. To keep the city safe is a fundamental task of a city's streets and its sidewalks.

This task is totally unlike any service that sidewalks and streets in little towns or true suburbs are called upon to do. Great cities are not like towns, only larger. They are not like suburbs, only denser. They differ from towns and suburbs in basic ways, and one of these is that cities are, by definition, full of strangers. [...]

10 The bedrock attribute of a successful city district is that a person must feel personally safe and secure on the street among all these strangers. He must not feel automatically menaced by them. A city district that fails in this respect also does badly in other ways and lays up for itself, and for its city at large, mountain on mountain of trouble.

Jane Jacobs, *The Death and Life of American Cities*, 1961.